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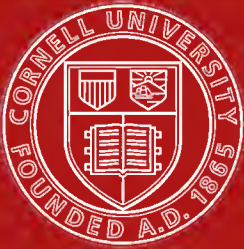
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Rules and regulations made by the Board



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DEPARTMENT OF TRADE AND COMMERCE, CANADA

RULES AND REGULATIONS

MADE BY THE

BOARD OF GRAIN COMMISSIONERS FOR CANADA

FORT WILLIAM, ONT.

OTTAWA
GOVERNMENT PRINTING BUREAU
1916

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The following replaces the Rules and Regulations for Country Elevators on pages 16 and 17, under the two respective headings hereinafter set forth.

RULES AND REGULATIONS FOR COUNTRY ELEVATORS.

1. In shipping or delivering any grain stored in a country elevator, the net weight on the ticket or tickets shall be final; unless an investigation by the Board of Grain Commissioners shows reason for the contrary. The shipper to be paid in case of short shipment up to the amount of his or her ticket or tickets for the full billing capacity of the car at the same price as the car was disposed of.

2. All shipping bills for grain shipped through an elevator shall be made out by the elevator agent, and he shall advise such parties as the owner may instruct.

3. The elevator owner shall, on all grain shipped through the elevator, have the right to retain and hold the shipping bill until he receives a guarantee from the owner of the grain, another elevator owner, a licensed commission firm or individual, or any one else that the car may be sold to, that they will make proper adjustment as to the weight and grade. Upon receipt of storage tickets and lawful charges, the elevator owner shall deliver either the shipping bill to the party presenting the ticket or tickets, or a terminal warehouse receipt for the full amount of the grain called for in the ticket or tickets presented, up to the full carload.

4. The owner of grain in an elevator wishing such grain shipped to any point other than a terminal point, or where Government weights cannot be obtained, the owner of the grain must then accept the elevator weights at the shipping point as final, unless the owner of the grain proves the shipping weights are not correct. Provided, however, that the owner of the grain can always demand an affidavit as to the actual grain shipped and delivered from the elevator operator and receiver of said grain respectively.

5. "No owner or operator of a country elevator or warehouse shall sell, assign, mortgage, pledge or hypothecate any grain stored in such elevator or warehouse, for which graded storage tickets or 'subject to grade and dockage' tickets or special bin tickets have been issued, and the owner or operator may be required by the Board to produce at any time proper registered warehouse receipts or bills of lading for such grain as has been shipped from the country elevator or warehouse, and for which there is still outstanding graded storage tickets or 'subject to grade and dockage' tickets or special bin tickets."

RULES AND REGULATIONS FOR STORING GRAIN IN COUNTRY ELEVATORS WHERE THERE IS DISAGREEMENT AS TO GRADE AND DOCKAGE.

1. The ticket or tickets issued under and by virtue of these rules and regulations, must have incorporated therein, at the time of issue, the grade offered by the elevator owner or operator to the owner of the grain, and the following words "Subject to Inspector's Grade and Dockage".

2. The owner of the grain can only demand the quantity that the storage ticket or tickets call for.

3. In case there is a dispute as to the weighing accuracy of the receiving scales, it shall be incumbent upon the owner of the elevator to prove that the scales are weighing accurately.

4. A proper sample must be drawn from each wagon load by the elevator operator at the time of delivery, in the presence of the party delivering same, and such sample must be drawn satisfactorily to both the deliverer and the operator.

5. Such sample must be placed in a receptacle satisfactory to the owner of the grain.

6. After the grain is delivered the sample drawn must be properly mixed in the receptacle in which it has been placed. The owner and the elevator operator shall then take out of the quantity mixed at least three pounds, and place it in a receptacle which must be numbered and sealed, and so made that it can be securely locked. The receptacle shall be supplied by the elevator owner, and secured by a padlock. The lock shall be provided by the owner of the grain, and he shall retain possession of the key. The receptacle and key shall thereupon be immediately forwarded to the Chief Inspector of Grain, Winnipeg, Man., all charges prepaid. After receiving the inspector's certificate, showing grade and dockage, the operating agent shall issue a storage ticket, showing grade and dockage, as given by the chief inspector for the full amount of grain taken into store, and shall deliver to the owner at his request, in not less than carload lots, on track or at a terminal point, the grade and quantity the storage tickets call for, after the owner has surrendered the storage receipts and paid or rendered all lawful charges against said grain.

7. The owner of the elevator shall, in all cases where grain is taken into store under the foregoing conditions, guarantee the grade and weight as specified in the storage ticket or tickets.

8. At the time of delivery of any grain where a ticket of this kind is being used, and it is agreed upon by the owner of the grain and the elevator operator that the grain is tough, damp or wet, and the elevator operator marks such ticket or tickets, "Out of condition, tough, damp or wet," then whatever grade such sample may receive from the chief inspector it will still grade "tough, damp or wet."

9. If the elevator operator fails at any time to draw and preserve such samples in the manner stated, in the case of dispute the onus will be on the elevator operator to prove the proper grade, and not on the owner of the grain.

Approved by the Board of Grain Commissioners for Canada.

C. BIRKETT,
Secretary.

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RULES AND REGULATIONS FOR THE CALGARY SURVEY BOARD.

1. Five (5) members shall constitute a quorum for any board meeting.
2. A chairman shall be elected by a majority vote at any meeting called for the purpose, and any person so elected as chairman shall hold office during the pleasure of the board. In the absence of the chairman from a meeting, any member may be chosen to preside at that meeting.
3. A secretary shall be elected by the board, subject to confirmation by the Minister of Trade and Commerce, but in case of emergency (owing to the absence or disability of the secretary) the chairman may appoint an acting secretary, who will *pro tem* perform all the duties of the secretary.
4. Meetings of the Survey Board shall be held at the call of the chairman or the written request of at least three members filed with the secretary. The secretary shall send a notice of every meeting to be held to each member of the board, such notice to be mailed or delivered in person at least twenty-four hours previous to such meeting.
5. It shall not be necessary for the full board to be called together on each occasion when a survey is demanded, but the secretary shall directly call on any three members in such order as the board may determine from time to time, and the survey shall be made by any three members so chosen, provided that no member shall be asked to survey grain in which he himself, or the company of which he is an employee, is interested.
6. The fee for each member acting on any survey shall be one dollar (\$1) for each car or cargo as the case may be the grading of which is in dispute.
7. The salary of the secretary shall be \$25 per month.
8. In the case of any survey being held, the Survey Board may require the inspector or the deputy inspector, in charge of the inspection office at Calgary, to secure for use any samples of the grain in dispute drawn from the car or cargo and also require the presence of the inspector or the deputy inspector, provided the attendance of such persons shall not interfere with the public service.
9. An application for a survey must be filed with the secretary, and such an application must state particulars as to the number of the car or name of the vessel containing the grain, the grading of which is in dispute, but the identity of the car shall not be revealed by the secretary of the Survey Board. The secretary shall obtain information as to the different parties interested in the grain under dispute.
10. Grain going through Winnipeg shall be inspected and surveyed at Winnipeg, and over such grain the Calgary Survey Board shall have no jurisdiction. The Calgary Survey Board shall have jurisdiction over grain—
 - (a) Going west of Calgary;
 - (b) Being consumed in Calgary;
 - (c) Going from Calgary to eastern points within the Calgary Division.
11. The Secretary of the Survey Board shall send a monthly report to the Board of Grain Commissioners at Fort William, showing the number of surveys held and the attendance at each meeting, and the results of each survey and all other details.
12. The members of the Survey Board and the secretary shall before acting as such take and subscribe an oath of office before a superior or a county court judge in the prescribed form, which oath shall be filed with the Board of Grain Commissioners.
13. These rules and regulations may be altered at any meeting called for the purpose by a majority of those present, but such alterations shall not take effect till approved by the Board of Grain Commissioners for Canada.

October 9, 1912.

RULES AND REGULATIONS GOVERNING THE REGISTRATION OF TERMINAL ELEVATOR WAREHOUSE RECEIPTS.

1. Every terminal warehouseman shall as soon as possible after the 31st day of August in each year prepare and deliver to the deputy registrar a statement in triplicate (on the forms prescribed by the board) of all outstanding warehouse receipts at that date; and shall also at the same time submit a separate statement showing any car lots or parcels of grain in store for which no receipts have been issued.

2. The warehouseman shall issue to the person entitled to receive it a warehouse storage receipt for each individual carload lot or parcel of grain subject to his order, which shall state—

(a) The date of the receipt of the grain in store and also the quantity and inspected grade of the grain.

(b) That the grain mentioned in it has been received into store to be stored with grain of the same grade by inspection.

(c) That the grain is deliverable upon return of the receipt properly endorsed by the person to whose order it was issued and upon payment of proper charges for storage and transportation, if any, due to the owner of the elevator.

(See section 127, The Canada Grain Act.)

3. Every warehouse receipt before being delivered to the party entitled to receive same shall be tendered by the warehouseman to the deputy registrar for registration, and shall be accompanied by a list in triplicate setting forth the number of each receipt and the date thereof, the ex-car number, the kind and grade of grain, the gross weight, dockage and net weight, also the name of the elevator issuing such receipt.

4. No grain shall be shipped from any terminal elevator by the warehouseman and no grain shall be delivered by the warehouseman from his elevator to the shipper unless the covering warehouse storage receipts shall have first been surrendered by the shipper to the operator thereof.

5. When any grain is delivered or shipped from any terminal elevator the operator thereof shall tender to the deputy registrar for "registration for cancellation" registered warehouse storage receipts covering the same both as to quantity and grade. All such receipts tendered to the deputy registrar as aforesaid shall be accompanied by a list in triplicate, giving the number of the receipt, date out of store, the amount, grade and kind of grain represented by such receipt. Such receipt shall be presented to the deputy registrar for cancellation as soon as possible after shipment of the grain, in no case except through unavoidable delay exceeding three days after such grain has been delivered from the elevator.

6. The owner, lessee or manager of every terminal elevator shall furnish the warehouse deputy registrar weekly with the correct statement in duplicate of the amount of each kind and grade of grain received in store in his elevator during the week; also the amount of each kind and grade of grain delivered or shipped from his elevator during the week, the amount of each kind and grade of grain in store brought forward from the previous report, and each kind and grade of grain in store at the close of business, and the date at which the report is compiled.

7. Only the forms prescribed by the board for registration purposes shall be used by terminal elevators in their reports.

8. Every terminal elevator operator shall furnish the deputy registrar in duplicate a sample copy of terminal elevator warehouse storage receipt which he proposes to issue. The said sample copy shall contain the signature of each officer of such elevator who is authorized to sign and countersign such receipt. The aforesaid receipt shall be marked "sample copy only."

9. Each terminal elevator shall pay to the Board of Grain Commissioners a registration fee of 4 cents per 1,000 bushels for inwards registration and 4 cents per 1,000 bushels for registration for cancellation.

At the end of each month the Board of Grain Commissioners shall render each terminal elevator an account of such fees, and such account shall forthwith become due and payable and shall be paid by the warehouseman to the deputy registrar before the 10th of the following month.

O.C., October 1, 1912, from September 16, 1912.

THE FOLLOWING RULES AND REGULATIONS GOVERNING THE DUTIES OF GRAIN INSPECTORS AT FORT WILLIAM AND PORT ARTHUR HAVE BEEN APPROVED OF BY THE BOARD OF GRAIN COMMISSIONERS.

RULE 1.—HOURS TO BE ON DUTY.

Deputy inspectors and their helpers must be at their posts, ready for business, from 7 a.m. to 6 p.m. of each day unless otherwise ordered by the inspector in charge at Fort William and Port Arthur.

RULE 2.—SUPERVISION OF ELEVATOR PITS, GARNERS AND SCALES.

Inspectors must see that the elevator pits to be used are empty, and ascertain from the weighman upstairs that the garners to be used are also empty and ready to receive grain before allowing any separate lot of grain to be released from bin, car or cars. The above instruction with reference to pits and garners must be adhered to before commencing to inspect grain for loading or to be loaded into vessel or cars. In addition to this they must also see that the scales to be used are empty, and that the vessel into which the grain is about to be loaded is made clean and in proper condition to receive same. Pay particular attention to see that it is free from coal dust, lime, oil, etc.

If there is any grain anywhere in the hold of any vessel whatsoever, or if any vessel contains any grain not covered by pass-on-slip showing weight and grade of such grain, the inspector must not permit any grain to be delivered into that vessel.

RULE 3.—RUNNING GRAIN FOR VESSELS.

When inspecting grain in the running stream to vessels, grain direct from the cleaners must not be permitted to go in with the running stream without close supervision and special permission from the inspector.

RULE 4.—BINNING SUPERVISION.

Inspectors must see that all bins are empty and cleaned out before allowing such bins to be used for a different grade of grain to what was previously stored therein, and must see that bins are not overloaded or flooded without special supervision and permission from the inspector in charge. (See section 94, The Canada Grain Act.)

Immediately after the opening of navigation, all auxiliary bins underneath the shipping bins should be emptied and left empty, if possible, with valves open, until the close of navigation.

RULE 5.—SAMPLING FOR VESSELS.

Samples must be taken from the running stream to the lofters or legs as often as possible to make sure that a thorough average sample is secured therefrom. There

must also be a sampler stationed on the vessel always during the time of loading, taking samples of the grain from each and every stream as it runs from the shipping spout to the hold of the vessel, as often as possible. If the sampler in the house or on the vessel notices anything going to the shipping bin or the hold of the vessel which, in his opinion, would affect the proper grade of the grain in question, he must have the bin or bins shut off immediately, notifying the deputy inspector in charge, who shall forthwith investigate the matter and examine the grain in the shipping bins and in the hold of the vessel. No more grain must be discharged from the shipping bins thus shut off until the inspector is thoroughly satisfied that the grain in the hold of the vessel and the grain in the shipping bins is of the proper grade. True samples of the grain secured from the stream leading to lofters or legs, also a true sample secured of the grain as it runs from the shipping spouts, shall be kept strictly intact and forwarded to the office of the inspector.

RULE 6.—INSPECTING TO VESSELS IN WET WEATHER OR IMPROPER LIGHT.

No inspector is authorized to inspect grain out of store if the light is improper or in wet weather. Section 35 of The Canada Grain Act states:—

“No inspecting officer shall inspect grain being laden or about to be laden on vessels or cars after dark or in wet weather except on receipt, personally, or through the office of the chief inspector, of an application from the owner or possessor of the grain or his authorized agent, written upon one of the printed forms furnished by the board and signed by such owner or his authorized agent, relieving him, the inspecting officer, from responsibility for damage which may be caused by such wet weather, or darkness, or for loss arising from errors liable to occur in an inspection under such circumstances.

“In every such case of such inspection the inspecting officer shall be personally present when the grain is actually delivered on board.

“In such case no certificate shall be issued until the inspector's sample of such lot is examined under proper conditions.”

RULE 7.—INSPECTING GRAIN FROM CARS.

Besides inspecting the grain contained in the car, inspectors must note and report all irregularities such as bad order cars, leakages, spills, etc., and see that the track hoppers are tight and free from any leaks, and that the valves work freely and remain closed. Work in conjunction with the weighmen, and advise them of anything that might affect the true weight of the grain in question.

RULE 8.—INSPECTING AND OUTWARD LOADING OF GRAIN TO CARS.

Inspectors must see that the car shipping spouts are kept in good state of repair, tight and free from leaks, and that the car into which the grain is about to be loaded is made clean, well coopered and in good order to receive the grain. Pay particular attention to cars which have been used for the transportation of stock, coal, lime, oil, etc. On no account suffer grain to be loaded into such cars if there is any danger of the grain becoming damaged by reason thereof. If grain is loaded into a car which in the opinion of the inspector is not in good order from any cause, the condition of the car must be noted on the grade certificate.

RULE 9.—DEMEANOUR OF INSPECTORS.

Inspectors and their helpers must keep their own counsel and avoid talking as much as possible with elevator operators or employees, vessel officers or employees, and endeavour to work in harmony and without friction.

RULE 10.—MISCONDUCT.

The habitual use of malt or spirituous liquor by any employee under the jurisdiction of the Board of Grain Commissioners is strictly prohibited. The penalty for intoxication for the first offence is thirty days lay off without pay; for the second offence, dismissal from the service. Negligence, carelessness or disregard of rules shall be dealt with as above.

RULE 11.—GENERAL.

Inspector's duties are more than to merely define the grade of grain. His jurisdiction and duty extend, to a certain extent, over everything pertaining to the proper handling, transportation and grading of grain. It is his duty to take note and have full cognizance of every branch, and to report to the Board of Grain Commissioners, through the proper officers, any irregularity in any department of the service. The successful carrying out of the provisions of The Canada Grain Act, and the work intended for the Board of Grain Commissioners will depend largely on the integrity and co-operation of the inspectors. Therefore it behooves, and in fact it is necessary for inspectors to be thoroughly conversant with The Canada Grain Act, so as to know the full extent of their powers. It is also necessary for inspectors to familiarize themselves with the outlying plans, style of construction, machinery, bin diagram and number of bins in each section of the elevator that he is in charge of, so that he will know and be familiar with all necessary details in connection with proper supervision.

F. SYMES,

Inspector in charge at Fort William and Port Arthur.

Approved of by the Board of Grain Commissioners, May 4, 1914.

C. BIRKETT,

Secretary.

RULES AND REGULATIONS FOR WEIGHING OF GRAIN.

SCALES AND SPOUTS.

RECEIVING PITS.

1. See that the pits are in good order and that the cut-off valves are free from any obstruction and perfectly tight when closed.

ELEVATOR LEGS OR LOFTERS.

2. Examine them and see that no grain is leaking to the floors, either top or bottom, and that the floors around them are intact.

GARNERS.

3. See that they are in good order, free from dirt and dust as much as possible, and that the slides and valves work easily, open fully and close tightly, and see that the canvas between garner and scale is kept free.

SCALE HOPPERS.

4. See that they are in good working order, and that the frames are free from outside contact, or rubbing on anything, that the lever rods and slides work freely, and stay open or shut.

SCALES.

5. Be sure that the scale and hoppers are free from dirt or grain before commencing weighing, close slides and balance scales every morning, see that the scales are kept on balance while in use.

See that the lead plugs are in place in the cover of weight hanger and that the nut is screwed tight on bottom of stem; see that no weights are missed and leads untouched.

See that the check rods lift off freely, and not bind, both when scale is empty and loaded.

Do not overload scale above capacity marked on it.

See that the hand weights are removed after each draft weighed.

WEIGHING FROM CARS.

6. The weighman must insist on getting from the track inspector the load line of each car before weighing off the car. If the weight of the car shows it to be above or below the average weight according to the load line given, hold the grain in the scale until you make inquiries, and a satisfactory reason given. State your reason on your weigh-sheet, also any leaks that have been reported by the track inspector.

If it happens that the contents of two or more cars get mixed, report the combined weight, enter the "catch" weight of each car upon your sheet, with a brief statement of particulars.

WEIGHING TO CARS.

7. See that spouts leading to car shipping spouts are tight and free from leaks, and before weighing off a draft to car, see that spout leading from scale to shipping spout is properly set.

WEIGHING TO VESSELS.

8. Before commencing weighing for vessels, the weighman must see that all shipping bins are sounded and empty, and that all spouts leading to shipping bins from scale or scales in use are properly placed, and slides opened.

See that the spouts are in good order, and free from leaks of any kind.

After the cargo has finished weighing, he must see the scale slides closed, and that all grain is out by sounding the shipping bins, also examine spouts and floors to see if any leak has occurred.

Keep a record of the time when he commenced weighing, and when he finished.

Note any leaks or any other irregularities in all cases on weigh-sheet.

WEIGHING REPORT.

9. See that your reports are delivered promptly at the office.

Make your weigh-sheets commence and end with same cars as the elevator weighman does.

Take the weights from the scale beam yourself without calling, and check afterwards with the elevator weighman.

Be sure the initials of the cars, as well as the car numbers, and the name of the vessels are correctly entered on the weigh-sheet, enter each draft, show the number of the scale, also the bin number.

GENERAL.

10. A weighman's duties are not confined to recording the weights of the grain alone, but he is expected to see that everything about the scale and spouts leading to and from them are in perfect condition.

Whenever anything is discovered to be out of order it must be at once reported in writing to the office.

If any scale is interfered with, or repaired in any way, except in the presence of a Government scale inspector, he will at once discontinue the use of such scale until reinspected by the regular Government inspector.

Mistakes are liable to occur; when you discover one, be sure to report it fully at once, more particularly if it is your own error.

Accuracy is necessary in your work to insure justice to the owner of the grain and the elevator.

Be careful with your additions on your weigh-sheet; see that they are correct.

A weighman who cannot correctly add up a few columns of figures without mistakes, leaves himself open to the charge of not being accurate in other branches of his work.

Your daily work commences at 7 a.m. unless otherwise instructed, and you are expected to be at your post early and avoid delay.

If from sickness or any other cause it is impossible for you to report for duty, notify the office immediately.

RULES AND REGULATIONS APPLICABLE TO ELEVATORS OPERATING UNDER THE CANADA GRAIN ACT AS "HOSPITAL ELEVATORS."

1. "Terminal elevator" includes every elevator or warehouse which receives or ships grain, and is located at any point declared by the Governor in Council to be a terminal.

2. (a) There may be such number of hospital elevators as are determined by the board, which shall be governed by such regulations and restrictions as are imposed by the board.

(b) Any such elevator shall be required to take out a license and furnish a bond in such amount as the board determines.

(c) Notwithstanding anything in The Canada Grain Act, but subject nevertheless to the provisions of section 99 and subsection 5 of section 115 of The Canada Grain Act, grain which is being shipped out from an hospital elevator shall, at the request of the owner or possessor thereof or his authorized agent, be inspected and graded and the grade so arrived at shall be the grade thereof.

3. (a) When grain shipped from any elevator is being systematically reduced in quality below the general average quality of the grain of similar grades in the bins of the terminal elevators, the chief inspector shall instruct inspecting officers that no such grain shall be allowed to pass inspection except on a lower grade.

(b) The inspectors shall at all times keep careful watch on grain received into terminal elevators, and, if they find any such grain as aforesaid being received shall at once notify the chief inspector, who shall make an investigation forthwith and take action accordingly.

4. No grain that has been subject to scouring or treatment by use of lime or sulphur shall be graded higher than No. 3.

5. Every public elevator operator who allows the grain in a car which has been ordered out of his elevator, for which a bill of lading has been signed and from which a sample of grain has been drawn for inspection as provided in subsection 3 of section 91 of The Canada Grain Act, to be returned, without the permission of the chief inspector, to the elevator from which it was loaded, shall, for each offence, be liable to a penalty not exceeding fifty dollars.

6. In the case of grain which is being shipped east from any public elevator in the division, the sample for inspection shall not be drawn from any car until the car has been billed for shipment, by the railway company.

7.¹ Hospital elevators are prohibited from taking into their elevators, No. 1 Hard, No. 1 Northern and 2 Northern wheat.

8. Hospital elevators will have official weighing in and weighing out.

9. Under section 124, subsection 3, grading out is permitted but same must conform to statutory requirements.

RULES TO GOVERN INSPECTORS AT HOSPITAL ELEVATORS.

1. Deputy inspectors at hospital elevators shall not accept grain for sampling from elevators to vessels except in daylight, unless otherwise instructed by the inspector in charge at Fort William and Port Arthur.

2. Deputy inspectors shall not accept grain for sampling where two or more streams are run to the same hold, if they find there is any difference in the quality of the grain of the different streams. All grain must be finally mixed before it arrives at the point of sampling.

3. Deputy inspectors will not be held responsible for the grade of grain being loaded, but will be held responsible for proper samples. If the deputy inspector finds the grain too low for the grade, it will be in order for him to advise the elevator manager that in his opinion the grain is not up to grade.

FORT WILLIAM AND PORT ARTHUR TERMINALS.

TARIFF OF PUBLIC TERMINAL ELEVATOR CHARGES FOR THE YEAR ENDING SEPTEMBER 1, 1916.

(Effective September 1, 1915.)

RATES.

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of The Canada Grain Act, 1912:—

Elevation, not otherwise specified; receiving, elevating, cleaning, spouting, insurance against fire and storage for the first fifteen days—Three-quarters of one cent ($\frac{3}{4}$ c.) per bushel.

Storage, not otherwise specified, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—One-thirtieth of one cent ($\frac{1}{30}$ c.) per bushel.

On Grain carrying a return of other grain of commercial value, for first separation, computed on gross weight of car, an additional charge of—One cent (1c.) per bushel.

For each subsequent separation, computed on balance for separation, a further charge of —One cent (1c.) per bushel.

On Mixed Grains handled as mixtures; receiving, elevating, spouting, insurance against fire and storage for the first fifteen days—One and one-half cents (1½c.) per hundred pounds.

On Mixed Grains handled as mixtures: storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—two-thirtieths of one cent ($\frac{2}{30}$ c.) per hundred pounds.

¹ Suspended from December 1, 1915, to August 31, 1916,

On Wheat carrying a return of screenings, an additional cleaning charge of—One-half of one cent ($\frac{1}{2}$ c.) per bushel.

On Tough Grain, drying—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.

On Damp or Wet Grain, drying—Four cents (4c.) per bushel.

On Screenings: elevating, spouting, insurance against fire, and storage for the first fifteen days—Two cents (2c.) per hundred pounds.

On Screenings: storage, including insurance against fire, for each succeeding day or part thereof after the first fifteen days—One-tenth of one cent ($\frac{1}{10}$ c.) per hundred pounds.

On Bulkheads, for their removal and other additional expense in handling and unloading car—Three dollars (3) for each bulkhead.

For Preparing Cars for Shipments—Two dollars (\$2) for each car.

Unspecified Grain will only be received, stored and treated subject to special charges to be agreed upon at the time, subject to the approval of the Board of Grain Commissioners.

All charges for cleaning, drying, or other treatment will be computed on gross weights; for elevation and storage, on net weights. All charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

WHEAT SCREENINGS.

On Wheat carrying a dockage of 5 per cent or more, after deducting $1\frac{1}{2}$ per cent of the gross weight for waste, a return will be made for the balance of the screenings. No other returns for screenings will be made.

If Disposition of Screenings covered by outstanding returns is not received within 30 days from date of unload they may be disposed of for account of whom it may concern.

NO GRADE AND CONDEMNED GRAIN.

All Tough, Damp, Wet, Condemned, Heating, Heated or Fire Burnt Grain may always be refused. If received and stored it will be only under special contract and will always be at the owner's risk of deterioration.

ALLOWANCE FOR INVISIBLE LOSS AND SHRINKAGE.

On all Grain received deduction from the gross weight to cover invisible loss and shrinkage in handling will be made as follows:—

On Wheat.....	30 lbs. per car.
On Flax.....	28 " " "
On Oats.....	50 " " "
On Barley.....	50 " " "

TARIFF OF INTERIOR TERMINAL ELEVATOR CHARGES FOR THE CANADIAN GOVERNMENT ELEVATORS AT MOOSEJAW, SASKATOON AND CALGARY, FOR THE YEAR ENDING AUGUST 31, 1916.

Subject to the capacity of the elevator and the nature of its equipment, shipments will be received upon the following terms and conditions and under the provisions of The Canada Grain Act.

RATES.

1. *Elevation*, not otherwise specified, receiving, elevating, cleaning, spouting, insurance against fire, and storage for the first fifteen (15) days—One-half of one cent ($\frac{1}{2}$ c.) per bushel.
2. *On grain* unloaded from wagons or teams receiving, elevating, cleaning, spouting, insurance against fire, storage for the first fifteen (15) days, one cent (1c.) per bushel.
3. *Storage*, not otherwise specified, including insurance against fire for each succeeding day or part thereof, after the first fifteen (15) days—One-sixtieth of one cent ($\frac{1}{60}$ c.) per bushel per day, or one-half of one cent ($\frac{1}{2}$ c.) per bushel for thirty (30) days.
4. *On grain* carrying a return of other grain of commercial value, for first separation, computed on gross weight of car, an additional charge of—One-half of one cent ($\frac{1}{2}$ c.) per bushel.
For each subsequent separation, computed on balance for separation, a further charge of—One-half of one cent ($\frac{1}{2}$ c.) per bushel.
Special rates will be given for cleaning and sacking seed grain.
5. *On mixed grains* handled as mixtures; receiving, elevating, spouting, insurance against fire and storage for the first fifteen days—One-half of one cent ($\frac{1}{2}$ c.) per bushel.
6. *On mixed grains* handled as mixtures; storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen days—One-sixtieth of one cent ($\frac{1}{60}$ c.) per bushel per day, or one-half of one cent ($\frac{1}{2}$ c.) per bushel for thirty days.
7. *On wheat* carrying a return of screenings, an additional cleaning charge of—One-half of one cent ($\frac{1}{2}$ c.) per bushel.
8. *On tough grain*, drying—One and one-half cents ($1\frac{1}{2}$ c.) per bushel.
9. *On damp or wet grain*, drying—Two and one-half cents ($2\frac{1}{2}$ c.) per bushel.
10. *On screenings*—Elevating, spouting, insurance against fire, and storage for the first fifteen (15) days—Two cents (2c.) per hundred (100) pounds.
11. *On screenings*—Storage, including insurance against fire, for each succeeding day or part thereof, after the first fifteen (15) days—One-tenth of one cent ($\frac{1}{10}$ c.) per hundred (100) pounds.
12. *On bulkheads*, for their removal and other additional expense in handling and unloading car—Two dollars (\$2) for each bulkhead.
13. *For preparing cars* for flax shipment when paper is required—One dollar (\$1) for each car.
14. *All charges* for cleaning, drying or other treatment will be computed on gross weights; for elevation and storage, on net weights; all charges accruing after issue of initial completed outturn and expense bill will follow the grain. All charges whatsoever must be paid before shipment.

WHEAT SCREENINGS.

15. *On wheat* carrying a dockage of five per cent (5%) or more, after deducting one per cent (1%) of the gross weight for waste, a return will be made for the balance of the screenings, by paying one-half cent ($\frac{1}{2}$ c.) per bushel for cleaning. No other return for screenings will be made.
16. *If disposition* of screenings covered by outstanding returns is not received within thirty (30) days from date of unload, they may be disposed of for account of whom it may concern.

NO GRADE AND CONDEMNED GRAIN.

17. *All tough, damp, wet, condemned, heating, heated or fire burnt grain* will be received for treatment. If not treated it will always be at owner's risk of deterioration.

GENERAL.

Grain shipped from any of the Canadian Government interior terminal elevators will be transferred through the Canadian Government elevator, Port Arthur, to steamers for one-half of one cent ($\frac{1}{2}$ c.) per bushel, including ten days' free storage.

Approved by Board of Grain Commissioners for Canada, Fort William, Ontario, September 18, 1915.

COUNTRY ELEVATORS.

TARIFF OF LICENSED COUNTRY ELEVATOR CHARGES FOR THE YEAR ENDING AUGUST 31, 1916,
EFFECTIVE SEPTEMBER 1, 1915.

Subject to the capacity of the elevator and the nature of the construction, all grain tendered must be taken into store upon the following terms and conditions, and under the provisions of The Canada Grain Act, 1912.

MAXIMUM RATES.

Receiving, elevating, spouting, insurance against fire, storing for the first fifteen days and putting into cars on track. No elevator shall charge more than one and three-quarters of a cent per bushel. Storage not otherwise provided, including insurance against fire for each succeeding day after the first fifteen days shall not exceed one-thirtieth of one cent per bushel.

SHRINKAGE FOR STORED GRAIN.

No elevator shall take more than one-half of one per cent to take care of shrinkage and waste in handling, storing and transmitting the grain to a terminal.

No elevator shall take more than one per cent shrinkage on tough, damp and wet grain.

SHRINKAGE ON CASH GRAIN.

On street grain no elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where grain contains foreign grain or seeds which cannot be taken out by a number ten sieve.

DOCKAGE.

No elevator shall take a greater dockage than that shown by a proper test over a number ten sieve, except where grain contains foreign grain or seeds which cannot be taken out by a number ten sieve.

Every elevator must be equipped with the necessary sieves and scales for making proper tests, and the elevator operator must make the tests in the presence of the owner of the grain when requested.

GENERAL.

When tough, damp or wet grain is taken into store it shall be at the owner's risk, and the elevator operator shall have the right to ship it immediately to a terminal elevator for treatment.

The owner shall have the right to name the terminal elevator to which it shall be shipped.

RULES AND REGULATIONS FOR COUNTRY ELEVATORS.

1. In shipping or delivering any grain stored in a country elevator, the net weight on the ticket or tickets shall be final; unless an investigation by the Board of Grain Commissioners shows reason for the contrary. The shipper to be paid in case of short shipment up to the amount of his or her ticket or tickets for the full billing capacity of the car at the same price as the car was disposed of.

2. All shipping bills for grain shipped through an elevator shall be made out by the elevator agent, and he shall advise such parties as the owner may instruct.

3. The elevator owner shall, on all grain shipped through the elevator, have the right to retain and hold the shipping bill until he receives a guarantee from the owner of the grain, another elevator owner, a licensed commission firm or individual, or any one else that the car may be sold to, that they will make proper adjustment as to the weight and grade. Upon receipt of storage tickets and lawful charges, the elevator owner shall deliver either the shipping bill to the party presenting the ticket or tickets, or a terminal warehouse receipt for the full amount of the grain called for in the ticket or tickets presented, up to the full carload.

4. The owner of grain in an elevator wishing such grain shipped to any point other than a terminal point, or where Government weights cannot be obtained, the owner of the grain must then accept the elevator weights at the shipping point as final, unless the owner of the grain proves the shipping weights are not correct. Provided, however, that the owner of the grain can always demand an affidavit as to the actual grain shipped and delivered from the elevator operator and receiver of said grain respectively.

RULES AND REGULATIONS FOR STORING BY GRADE AND DOCKAGE IN COUNTRY ELEVATORS.¹

Elevators that have limited storage capacity and not a sufficient number of bins to do special binning, so as to utilize to the fullest possible extent their storage space, shall receive and store grain under the following conditions:—

1. The owner of the grain can only demand the quantity that the storage ticket or tickets call for.

2. In case there is a dispute as to the weighing accuracy of the receiving scales, it shall be incumbent upon the owner of the elevator to prove that the scales are weighing accurately.

3. A proper sample must be drawn from each wagon load by the elevator operator at the time of delivery, in the presence of the party delivering same, and such sample must be drawn satisfactorily to both the deliverer and the operator.

4. Such sample must be placed in a receptacle satisfactory to the owner of the grain.

5. After the grain is delivered the sample drawn must be properly mixed in the receptacle in which it has been placed. The owner and the elevator operator shall then take out of the quantity mixed at least three pounds, and place it in a receptacle

¹ Suspended from 1st May to 31st August, 1916.

which must be numbered and sealed, and so made that it can be securely locked. The receptacle shall be supplied by the elevator owner, and secured by a padlock. The lock shall be provided by the owner of the grain, and he shall retain possession of the key. The receptacle and key shall thereupon be immediately forwarded to the Chief Inspector of Grain, Winnipeg, Man., all charges prepaid. After receiving the inspector's certificate, showing grade and dockage, the operating agent shall issue a storage ticket, showing grade and dockage, as given by the chief inspector, for the full amount of grain taken into store, and shall deliver to the owner at his request, in not less than carload lots, on track or at a terminal point, the grade and quantity the storage tickets call for, after the owner has surrendered the storage receipts and paid or tendered all lawful charges against said grain.

6. The owner of the elevator shall, in all cases where grain is taken into store under the foregoing conditions, guarantee the grade and weight as specified in the storage ticket or tickets.

7. At the time of delivery of any grain where a ticket of this kind is being used, and it is agreed upon by the owner of the grain and the elevator operator that the grain is tough, damp or wet, and the elevator operator marks such ticket or tickets, "Out of condition, tough, damp or wet," then whatever grade such sample may receive from the chief inspector it will still grade "tough, damp or wet."

8. If the elevator operator fails at any time to draw and preserve such samples in the manner stated, in the case of dispute the onus will be on the elevator operator to prove the proper grade, and not on the owner of the grain.

Approved by the Board of Grain Commissioners for Canada.

C. BIRKETT,
Secretary.

RULES AND REGULATIONS FOR SUPPLY OF CARS TO TERMINAL ELEVATORS AT FORT WILLIAM, PORT ARTHUR AND WESTFORT.

That if at any time the Canadian Pacific Railway, the Canadian Northern Railway, or the Grand Trunk Pacific Railway, fails to furnish to any of the elevators located on their own connecting lines, at Fort William, Port Arthur and Westfort, all in the province of Ontario, sufficient empty cars to fill all shipping orders for the elevators then on file with the said company at such point, such cars as are furnished shall be apportioned among such elevators having shipping orders, which have been so filed for more than one day, in order of filing, until one car has been allotted to each order, filed by each elevator, after which the remaining cars, if any, shall be apportioned pro rata, among the remainder of such orders which have been so filed for more than one day and which have not been filled. This operation shall be repeated from day to day so long as the supply of cars is less than the requirements.

Provided, always, that the railway company may be allowed to utilize its equipment by departing from the order of filing as aforesaid:—

(a) So as to furnish loads of suitable weight for cars of capacity of less than thirty tons each, which would otherwise be idle while awaiting their turn;

(b) To furnish loads for cars so defective as to be unfit for the carriage of grain in bulk, and

(c) To clear elevator bins of remains of grain, when the elevators are dull and such bins are required for the immediate reception of grain of another kind or grade, for which other bins are not available, the total of such remnants not to exceed two carloads on any one day from any one elevator.

The railroad to keep proper books in such form as the board may direct, to file all requisitions for cars received daily. Such requisition must always be in writing and be numbered consecutively with the date and hour of receiving same. The railroads shall also enter the orders received daily for each elevator, separately, and charge daily to each elevator the cars supplied them so that an examination of each elevator account will show at once, what number of cars are on order through each elevator and the dates they were ordered.

These books shall be kept in loose-leaf system and paged in triplicate and shall be provided with columns showing the following particulars:—

Date, number of order, number of cars ordered, destination, bushels, kind of grain, elevator, and also

Provide columns showing:—

Date, number of cars supplied on each order until the order is filled.

As soon as a page is filled with orders received, the triplicate copy of same shall be sent to the Board of Grain Commissioners and when all the cars ordered are filled on a page, the duplicate shall be sent to the Board of Grain Commissioners, the railroads retaining the original copy.

The record book showing the cars ordered for each elevator shall be kept in triplicate and the triplicate page furnished weekly to the Board of Grain Commissioners or as often as the Board may require, and the duplicate page when the orders on same are filled, the railroad retaining the original.

RULES AND REGULATIONS FOR SHIPPING OUT ORDERS FROM ELEVATORS SITUATED AT TERMINAL POINTS.

1. Each elevator shall provide an order book with the leaves numbered consecutively, in triplicate in such form as the board may direct, which shall contain information under the following headings:—

(a) Name of elevator, number of order, on whose account, destination, bushels, grade of grain, date received, date shipped, car bushels.

(b) As soon as a page is filled with orders received, the triplicate shall be taken out and mailed to the Board of Grain Commissioners, and as soon as all of the orders on a page are shipped out, the duplicate page shall be mailed to the Board of Grain Commissioners for filing purposes.

2. No order shall be considered received unless the grain to fill same is either in the elevator or on the unloading track of the elevator.

3. All shipping orders shall be in writing and shall be numbered consecutively, and marked with the date and time of their receipt and entered in the shipping order-book consecutively.

4. A sufficient number of lines shall be left on each to allow one car to be entered upon each line in shipping out the grain.

5. The elevator operator shall make written application to the railroad daily for a sufficient number of cars to fill the shipping orders received that day.

NOTE.—Where orders specify a future date of shipment, application for cars will not be made until the date specified in the shipping order.

6. All orders shall be shipped in the order they are received except when there is a shortage of cars, when one car shall be applied on each order, the surplus shall be applied pro-rata on the orders booked. This operation to be repeated daily as long as the shortage exists beginning at the order next after the one on which the last car

was applied. Provided, however, in case of congestion, and in order to facilitate the loading and unloading of grain, or the rapid movement of cars, the elevator operator may apply to the board for permission to depart from the first part of this rule, which may be granted temporarily, at the discretion of the board.

Cars of less capacity than thirty tons may be used whenever received to fill orders of less than the usual carload. Also United States cars enroute home, may be used to fill orders for United States points, even when there are older domestic orders, but such cars shall be distributed equitably among the shipping orders on hand.

RULES AND REGULATIONS APPROVED OF BY THE BOARD OF GRAIN COMMISSIONERS FOR CANADA, *Re* SHORTAGES AND OVERAGES ON CARGOES.

Between the elevators at Fort William and Port Arthur on the one hand, and the lake carriers and the Grain Clearance Corporation of Buffalo, on the other.

As there has been organized a grain clearance corporation at Buffalo, N.Y., to deal with shortages and overages on both United States and Canadian boats from Canadian loading ports to United States ports on the basis that the boat will pay, or arrange for payment, to the Grain Clearance Corporation an amount equal to one-sixth of a bushel per 1,000 bushels loading port value, and one-quarter of a bushel per 1,000 bushels at c.i.f. value at port on date of discharge, and 12 cents per 1,000 bushels for supervision:—

The Board of Grain Commissioners approves of this method of dealing with shortages and overages for the season 1916, and notify the terminal elevator operators at the head of the lakes, and lake carriers, accordingly.

With regard to overages, under section 120 of The Canada Grain Act, the Board of Grain Commissioners must seek to ascertain the causes of overages and shortages, and if in any particular case the liability for such can be ascertained and placed, the Board of Grain Commissioners will determine the liability for the shortage and the ownership of the overage. The board agree that all other overages shall be given to the Grain Clearance Corporation.

RULES AND REGULATIONS APPROVED OF BY THE BOARD OF GRAIN COMMISSIONERS FOR CANADA *Re* SHORTAGES AND OVERAGES ON CARGOES.

1. Between the elevators at Fort William and Port Arthur on the one hand and the lake carriers and the elevators at Canadian eastern ports on the Great Lakes and the St. Lawrence on the other.

2. Between the elevators at Canadian ports on the Great Lakes, the carriers and the elevators on the St. Lawrence.

FOR THE SEASON OF 1916.

1. The loading elevators at Fort William and Port Arthur shall allow one-sixth of a bushel per 1,000 to the unloading elevators.

2. The lake carriers shall allow one-quarter of a bushel per 1,000 to the unloading elevators.

3. The unloading elevators shall accept and guarantee the weight as given on the weight certificates issued by the Dominion Government at Fort William and Port Arthur.

4. Cargoes loaded by elevators at Canadian eastern ports and unloaded at Montreal and Quebec shall come under a similar rule, viz., the loading elevator shall allow one-sixth of a bushel per 1,000 to the unloading elevators, the carrier shall allow one-quarter of a bushel per 1,000 to the unloading elevator and the unloading elevators shall accept and guarantee the loading weight.

5. (a) All payments by loading elevators and carriers shall be in money.

(b) The loading elevators at Fort William and Port Arthur shall pay on basis of Fort William prices on date of shipment.

(c) The lake carriers shall pay on basis of c.i.f. at point of unloading.

(d) The loading elevators at the eastern ports shall pay on basis of either Fort William or Montreal prices, as arranged between the parties concerned.

6. Whenever a shortage or an overage can be traced in any particular case, the liability for the shortage and the ownership of the overage will be determined by the Board of Grain Commissioners.

7. The unloading elevators will receive all overages other than those in paragraph 6.

8. The operators of unloading elevators shall have the right to satisfy themselves as to the quantity of damaged grain in any vessel, if possible by actual weighing.

9. The operators of unloading elevators shall have the right to satisfy themselves that they have secured all the undamaged grain in each vessel unloaded.

10. The operators of unloading elevators shall have the right to examine the vessel for defective bulk-heads or for the leaking or mixing of grain resulting from that or any other cause.

11. The regulations hereby issued hold good only for the present shipping season, and they are in the nature of an experiment. It is not the intention of the Board of Grain Commissioners to render permanent any regulation which shows itself in actual working to involve an injustice to any elevator or carrier involved. The Board of Grain Commissioners invite the co-operation of the carriers and of the elevator operators in testing these regulations, with the view of reaching the best possible method of dealing with the perplexed matter of shortages and overages.

It is the opinion of the Board of Grain Commissioners that:—

(a) Where a vessel unloads at different elevators, the operators of the unloading elevators should pro rata the overage or shortage on the lot or the cargo.

(b) That the operators of unloading elevators should organize a clearing and insurance bureau to take care of shortages and overages, and distribute these throughout the season.

(c) That the operators of the unloading elevators should take every step that may be necessary to secure full and accurate knowledge of the results of these regulations, and especially that they should send the outturns of each cargo unloaded to the Board of Grain Commissioners, and wherever possible should record and return the outturn by hold.

RULES AND REGULATIONS APPROVED OF BY THE BOARD OF GRAIN COMMISSIONERS FOR CANADA *Re* LOADING OF VESSELS AT FORT WILLIAM AND PORT ARTHUR.

SHIPPERS.

1. It is the duty of the shipper or his authorized agent to place orders in writing with the manager of the loading elevator, showing the quantity and grade of grain ordered for each vessel and for each compartment of the vessel.

2. In the event of loading under release given by the shipper on account of any cause whatever, the inspecting officer is relieved from responsibility for damage which may be caused, or from loss arising from errors liable to occur in an inspection when a release is given.

3. To facilitate despatch in loading, it is the duty of the shipper or his authorized agent to place orders and to surrender the documents as quickly as possible.

TERMINAL ELEVATORS.

1. It is the duty of the terminal elevator to furnish the inspecting officer in charge of the elevator with a copy of the shipping orders received.

2. A list of bins, lofters, scales and shipping bins to be used in loading the vessel should be given to the inspector in each case.

3. It is the duty of the terminal elevator to supply facilities to place over the rail or into the hatch of the vessel the quantity and grade of grain covered by the documents duly surrendered by the owner of the grain or his authorized agent.

4. The elevator is responsible for the acts of its employees and for the delivery of the proper grade and the proper quantity of the grain.

VESSELS.

1. It is the duty of the master of the vessel to have the vessel in proper condition to receive the grain, and the board considers that the hatches should be numbered in relation to the holds.

2. It is the duty of the master of the vessel to supply facilities to take the grain away from the rail or into the hatch of the vessel.

3. The master of the vessel has the right or the duty to see that the grade O.K.'d by the inspector, as well as the shipping bin containing the grade, are discharged into the compartments specified in writing by the shipper.

WORKING HOURS.

The board confirms the following agreement that has been reached between the representatives of the terminal elevators and the representatives of the vessels as to working hours.

The elevators will always be prepared to perform any of their services during ordinary business hours, which will be from 7 a.m. to 6 p.m. daily, except Sundays and legal holidays common to Ontario and Manitoba. Should any elevator happen to be running during other hours, or other days, it will extend its operations to cover any service which will not entail additional expense. If service is desired outside of the ordinary business hours or on Sundays or legal holidays, it may be specially arranged for in advance upon the condition that whoever requests the service will pay all expenses incidental thereto other than the ordinary cost of operation which the elevator will itself pay for similar services during legal hours.

The vessel shall have the right of continuing operations after business hours as defined hereinbefore for such reasonable limited time as may be required to finish loading then in progress and as may be determined at the time by the ship master and the elevator foreman.

INSPECTORS.

1. It is the duty of the inspecting officer to secure a copy of the orders for each shipment before he commences to inspect the grain for loading the vessel.
2. It is the duty of the inspector to see that the shipping bins to be used in each case and for each grade are empty before permitting the warehouseman to elevate grain into the shipping bin.
3. It is the duty of the inspector to grade the grain that is elevated into the shipping bin.
4. It is the duty of the inspector to confine the shipping bin for discharge to the compartment or compartments specified in writing by the shipper to receive the grade of grain.
5. It is the duty of the inspector to see that all shipping bins used or specified for use in each shipment are empty after the vessel is loaded.

WEIGHMEN.

1. It is the duty of the weighman in charge of each house before commencing weighing for vessels to see that all shipping bins are sounded and empty by dropping an extension electric light into each bin, and to see that all spouts leading to the shipping bins from the scale or scales in use are properly placed, and slides open.
2. It is the duty of the weighman also to see that all spouts are in good order and free from all leaks of any kind.
3. After the vessel is finished loading, it is the duty of the weighman to see that the scale slides are properly closed and that all grain is out by sounding the shipping bins, and also to examine the spouts and floors to see if any leak has occurred, and that the shipping bins are locked.

INSPECTORS AND WEIGHMEN.

The above rules *re* duties of inspectors and weighmen are not substitutes for the rules and regulations governing these officers issued by the chief inspector and chief weighmaster. They are inserted here to emphasize the special duties of these officers in loading vessels, and they do not relieve the elevators from the responsibilities of delivering the proper weight and grade.

